

INTIMATIONS

A. S. WATSON & CO., LIMITED.



WINES & SPIRITS.

WE are to call attention to our PRICE LIST OF WINES AND SPIRITS as follows:

As these are all selected and bought first hand by our London House we are able to supply the best quality at Moderate Prices.

PORT.

(For Invoice and General Use.)

B VINTAGE, superior quality, Red Cap.	16.30	1.35
C First Old VINTAGE, superior quality, Black Cap.	20.40	1.70
D VINTAGE, Old VINTAGE, extra superior, Black Cap.	20.40	1.70

SHERRY.

CC Superior Old Dry Pale, N.V. Cap. 12.00 | 1.05 |

CLARET.

CC Superior Old Dry Pale, N.V. Cap. 12.00 | 1.05 |

BRANDY.

CC Superior Old Dry Pale, N.V. Cap. 12.00 | 1.05 |

WHISKY.

CC Superior Old Dry Pale, N.V. Cap. 12.00 | 1.05 |

SCOTCH.

CC Superior Old Dry Pale, N.V. Cap. 12.00 | 1.05 |

IRISH.

CC Superior Old Dry Pale, N.V. Cap. 12.00 | 1.05 |

AMERICAN.

CC Superior Old Dry Pale, N.V. Cap. 12.00 | 1.05 |

GIN.

CC Superior Old Dry Pale, N.V. Cap. 12.00 | 1.05 |

RUM.

CC Superior Old Dry Pale, N.V. Cap. 12.00 | 1.05 |

LIQUEURS.

CC Superior Old Dry Pale, N.V. Cap. 12.00 | 1.05 |

AND

AERATED WATERS.

CC Superior Old Dry Pale, N.V. Cap. 12.00 | 1.05 |

A. S. WATSON & CO., LIMITED.

Hongkong, 11th August, 1897.

INTIMATIONS

BROWN, JONES & CO.

AMERICAN AND ITALIAN MARBLE AND HONGKONG GRANITE.

CHEMISTRY MEMORIALS.

Designs and Prices on application.

Office, 47, QUEEN'S ROAD CENTRAL. 1897.

The Daily Press.

HONGKONG, SEPTEMBER 4th, 1897.

It is rather a sinister omen, and strikes a jarring note in the midst of the rejoicing with which President FAURE was welcomed back in Paris after his visit to Russia, that a bomb should have exploded at the Madeleine just after he had passed that historic church. It is true that the missile exploded harmlessly, but it is not conceivable that it was placed there with harmless intent. The Socialists or Anarchists, probably the latter, seemed to have marked the worthy gentleman who holds the post of first Magistrate of the French Republic with so much modest dignity down for their prey. On the eve of his departure for St. Petersburg a canister full of nails exploded (also harmlessly) in the Boulevard Dumas, in Paris, a few minutes subsequent to the President's passing along thoroughfare. Because these attempts are miserable bungles, or designed to frighten the President, it must not be imagined that there is no real danger to be apprehended from similar demonstrations. The first of President CARNOT in 1894 must not be forgotten. Messieurs the assassins do not always make a mess of their work; too often they smite with only too well studied a precision, and the third essay upon the life of President FAURE may not prove such a failure as the former attempts. We trust the French Government will take efficient precautions, for the Anarchists are full of resources and will not hesitate to sacrifice the lives of those against whom they do not pretend a grievance so long as they can strike terror among the constituted authorities. It is a curious commentary upon the republican form of government that, though beautiful in theory, it does not by any means insure to the people who accept it the liberty and equality it professes, and it fails to secure for its chief citizens the safety from violence which sovereigns are commonly supposed to vainly desire. In these modern days, within the past thirty years, two Presidents of the United States and one of the French Republic have fallen by the hand of the assassin, a record not to be matched even in antiquarian Russia. President FAURE is, like President CARNOT, a man who enjoys the respect and esteem of the mass of the French people for his sterling qualities, and it is sincerely to be hoped that the Police Authorities of Paris will not be caught napping, and another tragedy be perpetrated by the desperate ruffians who sully and betray the cause of Liberty by committing atrocities in her sacred name.

From the annual report of the Government Analyst it appears that during the year 1896 eleven samples of milk were analysed, of which four were found to contain added water to the extent of 28 per cent, 17 per cent, 7 per cent, and 6 per cent respectively. These figures show that the practice of milk adulteration obtains to a very considerable extent in the colony. The danger this constitutes to the public health is shown in the report by Dr. CLARK held before the Legislative Council the other day. It appears that fifty-six cases of enteric fever have occurred during the current year and of this number forty-three were European. Nineteen cases were imported into the colony by the shipping, leaving twenty-seven of which were of European nationality. In the series of European cases which occurred during the month of June Dr. CLARK says it is very clear to his mind that they must have had some connection with the milk supplied to these persons and this conviction became more certain when he learned that such milk supply was in part derived from Chinese sources, and that these sources were extremely liable to contamination owing to the adulteration of the milk with water. Dr. CLARK therefore suggests the introduction of an Ordinance, similar in effect to the Imperial Infectious Diseases Prevention Act of 1890, empowering the Government to prohibit for a time the supply of milk from any dairy when such milk is likely to cause or has caused infectious disease in the colony. In the orders of the day for Monday's meeting of the Legislative Council we notice the first reading of a Bill entitled an Ordinance to prevent the spread of Infectious Diseases arising from the Consumption of Contaminated or Unwholesome Milk. It would appear therefore that the Government has promptly adopted Dr. CLARK's suggestion and it is to be hoped the Bill may be found a valuable measure that will have the effect of diminishing enteric fever, the recent prevalence of which has justifiably caused some alarm amongst the European community. In former days it was customary to have the milk drawn from the animals at the consumer's door, and the risk of contamination was proportionately small, but now that the milk is distributed in bottles from the dairies the dairymen have opportunities of adulteration which it would appear that some of them do not fail to take advantage of.

The P. & O. steamer *Druidis* left Bombay for this port on the 31st August.

The O. P. E. steamer *Empress of India*, arrived at Amoy at 8 a.m. on the 2nd instant, and sailed again at 4 p.m. on same day for Shanghai.

About twenty minutes to five yesterday afternoon an alarm of fire was given. The brigade turned out to find that only a chimney had caught fire in Upper Leung Road.

Lieut. General Sir William Francis Drummond Jervois, G.C.M.G., whose death is reported in the Australian papers, belonged to the Royal Engineers and had frequently been sent on special missions to reinforce the fortifications on various of Her Majesty's possessions abroad. In 1849 he was appointed Governor of the Colony, and in 1850 he was appointed Governor of South Australia and of New Zealand.

REUTERS' TELEGRAMS.

SEPTEMBER 4th, 1897.

London, 3rd September, 1897.

THE NORTH-WEST FRONTIER.

The day of a big expedition to the Afghani country is owing to the Secretary of State's sanction not having been received. Considerable effort is apparent in Delhi and in the frontier. The Afghani still holds the Kohat. Toohi and Malakand are quiet.

THE GREECE AND THE POWERS.

The Greek reply states the Powers except Germany, whose views are not known.

THE "GLENGLADE" COLLISION.

The Times publishes a letter from Mr. Cook, the Secretary of the British Chamber of Shipping, vehemently denouncing the English ship-owners for ignoring the *Glenfigh*'s danger.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held at night on the 31st August, 1897.

The minutes of the previous meeting were read and confirmed.

THE BY-LAW RELATING TO PRIVATE STREETS.

The MEDICAL OFFICER OF HEALTH moved that the Sanitary Board desire to invite attention of the Government to the circumstances that the Sanitary Board, in the exercise of its powers, has been unable to obtain the approval of the Legislative Council.

The minutes of the previous meeting were read and confirmed.

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NOTICE TO CONSIGNEES

STEAMSHIP "TAIRA"

COMPAGNIE DES MESSAGERIES MARITIMES

NOTICE

CONSIGNEES of Cargo from London via Hongkong, Shanghai, and Yokohama, are hereby notified that their Goods, which are being landed and stored at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned.

Goods remaining unclaimed after TUESDAY, the 14th September, will be subject to sale and landing charges.

All Claims must be made to me on or before TUESDAY, the 14th September, or they will not be recognized.

All Damaged Packages will be examined on TUESDAY, the 7th September, at 4 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX, Agent.

Hongkong, 31st August, 1897.

FROM HAMBURG, PENANG, AND SINGAPORE

THE Steamship

"HERTHA"

Captain Thayer, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary is given before 3 p.m. TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns, where they will be examined on the 9th inst., at 3 p.m.

No Fire Insurance has been effected.

STEWART & CO., Agents.

Hongkong, 1st September, 1897.

OCEAN STEAMSHIP COMPANY.

CONSIGNEES of Cargo from London via Hongkong, Shanghai, and Yokohama, are hereby notified that their Goods, which are being landed and stored at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained immediately after landing.

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NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE

THE Steamship

"CATHERINE AFOAR"

Having arrived from the above ports, Consignees of Cargo are hereby notified that their Goods, which are being landed and stored at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, where delivery may be obtained immediately after landing.

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VESSLS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"PROMETHEUS"

Captain Day, will be despatched as above TO-DAY, the 4th inst., at 10 A.M.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 3rd September, 1897.

OCEAN STEAMSHIP COMPANY.

FOR SINGAPORE, PENANG, AND SINGAPORE

THE Company's Steamship

"MIMON"

Captain Hordley, will be despatched on MONDAY, the 6th inst., at 3 p.m.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd September, 1897.

VESSLS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY

(Under Mail Contract with the Austrian Government)

STEAM FOR SINGAPORE, PENANG, AND SINGAPORE

COLOMBO, BOMBAY, KURASHAKI, ADEN, MASSAWA, SUEZ, PORT SAID, BEIRUT, VENICE, FLORENCE, AND TRIESTE

(Taking Cargo at these ports to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, AFRICA, and South African Ports)

THE Company's Steamship

"MEDUSA"

Captain T. Andrich, will be despatched as above on WEDNESDAY, the 8th inst.

Cargo will be received on board after 3 p.m. up to date of sailing.

No further information as to Passage and Freight, apply to

SANDER & CO., Agents.

Hongkong, 1st September, 1897.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH, AND LONDON

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"ROSETTA"

Captain F. N. Tildard, carrying Her Majesty's Mails, will be despatched from this port on BOMBAY, on THURSDAY, the 9th September, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. "ORIENTAL" leaving that Port on the 2nd October for London direct.

Silk and Valuable Cargoes for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 p.m. the day before sailing. The Contents and Value of all Packages are required.

Shippers are respectfully requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

H. A. RITCHIE, Superintendent.

Hongkong, 28th August, 1897.

"BEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RENAISSANCE"

Captain Thomson, will be despatched as above on or about 10th September.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 31st August, 1897.

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

DISPATCHED FROM HONOLULU.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)

PERU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)

CITY OF ROME (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu)

THE U.S. Mail Steamship "CHINA" will be despatched from SAN FRANCISCO, on MONDAY, the 11th September, at 11 a.m.

OSAGO, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 11th September, 1897, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at YOKOHAMA, LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to Europe, and passengers by all Trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders to OVERLAND ROUTE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND ROUTE in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines. Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Boston, Portland, and New York, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels to be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to suitance in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company No. 7, Praya Central.

J. E. VAN BUREN, Agent.

Hongkong, 26th August, 1897.

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE

THE Company's Steamship

"TAIYUAN"

Captain Nelson, will be despatched on WEDNESDAY, the 8th inst., at 4 p.m.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engine Room. A Refrigerating Chamber, assured the supply of Fresh Provisions during the entire voyage.

A daily qualified Surgeon is carried and the vessel is fitted throughout with Electric Light.

For further information as to Passage and Freight, apply to

VESSLS ON THE BERTH

THE COMPANY'S STEAMSHIP

FOR SINGAPORE, HAVRE, AND HAMBURG

(Calling at Naples for leaving Passengers if sufficient inducement offered)

THE Steamship

"AGLATA"

Captain L. Madsen, will be despatched for the above ports on MONDAY, the 8th inst., at 5 p.m.

This Steamer has superior accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For Freight or Passage, apply to SIEMSEN & CO., Agents.

Hongkong, 3rd September, 1897.

NORDDEUTSCHER LLOYD.

NOTICE

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN, AND HAMBURG

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS

LONDON, NEW YORK, BOSTON, BALTIMORE, AND SOUTH AMERICAN PORTS

THIS COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND CARGO

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PORTS OF LONDON, ANTWERP, BREMEN, AND HAMBURG

PROPOSED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION)

PRINCE HERIOT... Tuesday... 14th Sep.

SACHS... Tuesday... 12th Oct.

HAYEN... Tuesday... 7th Dec.

PRINCE HERIOT... Tuesday... 14th Jan.

ON TUESDAY, the 14th day of September, 1897, at 9 A.M., the Company's Steamship "PRINCE HERIOT," Captain C. Opper, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 11th September, Cargo and Parcels will be received on Board until 5 p.m. on Monday, the 13th September, and Parcels will be received at the Agency's Office until Noon on MONDAY, the 13th September. Contents of Packages are required. No Parcel Receipts will be signed for less than \$250 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to

MELCHERS & CO., Agents.

Hongkong, 23rd August, 1897.

FOR SAN FRANCISCO

THE 100 A.L. British Bark

"HEATHBANK"

McKintosh Master, shortly expected, will leave here for the above port and will have quick despatch.

For further information, apply to

BODWELL, CARILLI & CO., Agents.

Hongkong, 17th August, 1897.

VESSLS ON THE BERTH

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Hongkong, 17th August, 1897.

VI SLS ON THE BERTH

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIEN-SIN.

THE Company's Steamship

"KWEIYANG"

Captain Underberg, will be despatched as above on TUESDAY, the 7th inst.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 1st September, 1897.

NIPPON Yusen Kaisha.

TRANS-PACIFIC LINE.

MONTHLY SERVICE.

FOR SEATTLE, WASHINGTON, VIA KOREA, AND YOKOHAMA.

(Through Passenger Tickets and Bills of Lading issued for the principal Offices in the UNITED STATES, CANADA, and EUROPE, in connection with the Great Northern Railway, Seattle, Wash.)

THE Company's Steamship

"KINSHU MARU"

Captain F. L. Cowen, will be despatched as above on THURSDAY, the 8th September, at 4 p.m.

Consular Invoices of Goods for the United States should be in quadruplicate, and one copy must be sent forward by the steamer to the office of the Freight Agent, Great Northern Railway, Seattle, Wash.

For Freight or Passage, apply to NIPPON YUSEN KAISHA, Agents.

Hongkong, 30th August, 1897.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG

Belgo (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 21, 1897, at Noon.

Cortic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Oct. 9, 1897, at Noon.

Belgo (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Oct. 23, 1897, at Noon.

THE Company's Steamship "BELGIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBÉ, INLAND SEA, YOKOHAMA, and HONOLULU